

# Hongkong Daily Press.

ESTABLISHED 1857

No 13,394 號肆拾玖百叁千壹萬壹第 日伍十式月十年六十二緒光 HONGKONG, WEDNESDAY, FEBRUARY 13TH, 1901. 叁拜禮 號叁十式月年壹零九千壹萬港香 PRICE, \$21 PER MONTH

## HIGH CLASS PORT WINES

A SPECIALITY.  
**A. S. WATSON & CO., LIMITED.**  
WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841. [a1632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1814.  
Who have consigned their Brands to Hongkong for over half a century.  
Apply to G. C. ANDERSON,  
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**JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.**

This World-renowned Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of SIEMSEN & CO.

Hongkong, 26th July, 1897. [a49]

**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
NET

Blend of Selected Distillations of the Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.** [a48]

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 8.00 p.m. Every quarter of an hour  
8.30 p.m. to 7.30 p.m. Every ten minutes  
7.30 p.m. to 6.00 p.m. Every fifteen minutes  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON, General Managers.**  
Hongkong, 2nd February, 1901. [a2550]

**VICTORIA CYCLE EMPORIUM.**

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONODOLE" CYCLES, and we also supply fittings of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

43 & 43A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [a2509]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
\$5.00 per Cask of 375 lbs. net ex Factory.  
\$3.10 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO., General Managers.**  
Hongkong, 2nd July, 1900. [a3102]

**WILLIAM MACLEOD, D.D.S., DENTIST.**

BEACONSFIELD ARCADE.  
(Opposite Hongkong & Shanghai Bank)  
Hongkong, 10th November, 1900. [a76]

**RUINART PERE & FILS, REIMS**  
Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal).  
**LAUTS, WEGENER & CO. Sole Agents.**  
Hongkong, 17th May, 1895. [1541]

## RACING SEASON.

SADDLES (FROM 12 OUNCES UPWARDS).  
WHIPS, SPURS,  
GIETHS, SURCINGLES.  
NUMNAHS.  
WEIGHT CLOTHS, STIRRUP WEBS AND LEATHERS.  
HORSE CLOTHING.  
TIES FOR BOWS OR KNOTS.

**LANE, CRAWFORD & CO.**  
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undesignated:—

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**  
\$22.50 PER DOZ.  
Distinguished by 4 Stars on the label.  
\$20 PER DOZ.  
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal

ANOTHER FINE COGNAC, \$16.75 per doz.  
Less old than the above.

**THE ELITE OF WHISKY:—**  
THE "PALL MALL,"  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**  
BLEND WHISKY,  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE  
**AGENTS—SIEMSEN & CO., HONGKONG.** [a47]

**AQUARIUS.**  
PURE, TREBLE-DISTILLED TABLE WATER.  
PER 1 DOZEN QUARTS ..... \$2.50  
PER 1 DOZEN PINTS ..... \$1.75  
Empties are allowed for at the following rates when returned:—  
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PINTS ..... \$0.75 PER DOZEN.

**SOLE AGENTS—**  
**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 11th February, 1901. [a40]

## WINTER SEASON.

WOOLLEN UNDERWEAR, KID and KNITTED WOOL GLOVES, WHITE and COLOURED SWEATERS, and KNICKER ROSE.

**COTTAM & CO., UNDER HONGKONG HOTEL.**

**SCHLITZ WORLD FAMED BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

**TONIC AND REFRESHING.**

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CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS, HONGKONG. [a43]

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EASTMAN'S KODAK'S FILMS and ACCESSORIES.  
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AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

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Chronicle and Directory, 1901, for { \$4.50  
China, Japan, Straits, &c. ... } & \$5.50

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**SWAN FOUNTAIN PENS.**

PIPES, TOBACCO, CIGARS, CIGARETTES.

LADIES' and GENTLEMEN'S BLACK and BROWN WALKING SHOES.

GAMES of all kinds.  
PLAYING CARDS in Great Variety.

23 & 25, Queen's Road, Hongkong. [a37]

**CLUB WHISKY**  
\$12 PER DOZ.  
**H. PRICE & CO.**  
12, QUEEN'S ROAD. [a42]

## KELLY & WALSH, LD.

**NEW AND RECENT BOOKS.**

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1 Doz. 2 Doz.  
QUARTS. PINTS.

ST. GEORGES ..... \$3.25  
CEU WYNBROOK ..... 3.75  
ST. ESTEPHE ..... 4.50  
ST. EMILION ..... 4.50  
MEDOC ..... 4.50  
ST. JULIEN-MEDOC ..... 5.50  
CHATEAU MARGAUX ..... 6.00

Apply to—  
**G. GIRAULT,**  
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**UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)**

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

**UNITED ASBESTOS COMPANY, LTD., LONDON.**

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNERAL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ..... THOMAS SKINNER.  
Superintendent ..... ARCHIBALD BITCHIE.

DODWELL & CO. LIMITED, General Manager.

**BAILEY & MURPHY.**

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, DES VOGES ROAD.  
Telephone No. 187. Telegrams "Contract."  
W. B. BAILEY, M.I. MECH. E.  
E. O. MURPHY, M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

**BOMBAY-BURMAH TRADING CORPORATION LIMITED.**

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES for ROOFING.

PINKADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1895. [2787]

## HOTELS.

**HONGKONG HOTEL.**

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [50]

**THE PEAK HOTEL.**

City Office: 7, Duddell Street. [83]

**HOTEL CRAIGIEBURN.**

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [53]

**THE WAVERLEY HOTEL.**

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

**A. PONSECA, Manager.**

Hongkong, 1st December, 1899. [52]

**KOWLOON HOTEL.**

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alloys and Billiards.

The Cuisine is Excellent.

**J. W. OSBOENE, Proprietor.**

**J. H. DOWNS, Manager.**

Hongkong, 8th September, 1900. [3096]

**HING KEE HOTEL.**

(Established 1873)

**MACAO.**

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

**L. HING KEE, Proprietor.**

Telegraphic address "HONGKEE" [1919]

**RAFFLES HOTEL, SINGAPORE.**

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

**CURRIES A SPECIALITY**

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

**SARKIES BROTHERS, Proprietors.**

Hongkong, 16th August, 1900. [22]

**PORTLAND CEMENT**

**J. B. WHITE & BROS**

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [3144]



## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case.	Per Bottle.
ST. ESTEPHE	\$ 6.96	\$ 7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.96	13.92
CHATEAU HAUT BRION	18.60	19.20
LARRIVET	21.00	22.20
CHATEAU MOUTON D'AR.	21.00	22.20
MAILHACQ	25.00	—
CHATEAU PONTET CANET	25.00	—
CHATEAU LA TOUR CAR.	30.00	—
NET	42.00	—
CHATEAU RAUZAN	45.00	—
CHATEAU LAFITE	—	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

## BIRTH.

At "Rose Bank," Badulla, Province of Uva, Ceylon, on Friday, the 25th January, the wife of J. W. Mooney, Royal Siamese Forest Service, of a son.

## DEATH.

At the General Hospital, Shanghai, on the 4th February, 1901, GEORGE KILGOUR, aged 33 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th February, 1901

The French Government has decided to return to China the loot sent to France by General Fany, and our Indo-Chinese contemporaries are rejoicing to see the Republic take the lead in condemning, by this action, the "cruel and out-of-date custom" of pillaging captured towns and villages. That the example of France will be followed to any great extent we have strong doubts. Possibly some of the spoil which has passed into the hands of other foreign Governments may be returned, but the bulk which fell into the hands of individuals is now beyond recall. Many doubt the utility of restoring the loot, pointing out that much of what was taken will not return to the hands of those from whom it was taken. The Chinese Government alone will profit; the majority of those robbed, not at all. Mr. E. J. DILLON, the well-known correspondent, in an article in the January number of the *Contemporary Review* regards the matter from another point of view. He says:—"Looting has been generally condemned in England, and, I believe, partially on the Continent, and very strong language has been used in reprobating it. But why this practice should have been singled out from among so many others that are equally wrong or permissible, is one of those puzzles which are always bound up with questions of social morality." He instances the general commandeering of natives, irrespective of their work or rank, by ignorant soldiers to perform the most menial offices, and the general assumption by these soldiers of the absolute power of life and death over defenceless citizens, and asks if such acts be right, how can it be wrong to take the victims' property?

Those who wish to read a really humiliating comment on the influence of civilisation on warfare will find it in Mr. DILLON's article, *The Chinese Wolf and European Lamb*. Even if it has to be allowed that the writer's burning indignation carries him away, as is evidenced by the occasional excessive violence of his language, it cannot be denied that his facts, described in calm and unla-

bonate sentences, are calculated to excite a terrible revulsion of feeling. We will only quote one of the many stories—some of them are barely within the limits of what can be quoted, so fearful are they—to give a slight idea of what a careful observer saw of the work of the foreign troops in North China. "The first day after I had left Tientsin," says Mr. DILLON, "I was towed by untiring coolies through a land thickly studded over with what had once been human dwellings, but were now high heaps of smouldering rubbish. Here and there a gorgeous door remained standing, one of the silent witnesses to the thriving community which had lived here and died. Many a sign-board and placard was still intact, and there was a touch of terrible humour in the singing-hall poster which I saw on the entrance to a maze of ruins, for it might have just been stuck up, so fresh and bright were its colours and illustrations. Beside the door sat a human form with leaden eyes bulging out from their orbits, and a few houses lower down loomed a large inscription: 'Perpetual peace.' We were traversing an improvised city of the dead. One dwelling, which had the appearance of wholeness, aroused my curiosity, and, utilising the time afforded me by the snapping asunder of the tow-ropes, I jumped ashore and entered it. It had been gutted. Everything within had been destroyed except in one room. There the stale remains of a frugal meal were still recognisable, but on the ground, beside two stools, lay the man and the woman who would have shared it. They were horribly slashed up; three chopsticks lay at their feet. In the courtyard was a little child, its hair done up in four plaits, interwoven with red ribbon, its head encased with black clotted blood, and shrouded by a swarm of flies. Nor was this by any means the only scene of its kind. And yet throughout this weird metropolis there had lately been heard the sounds of laughter and weeping, the lisping of innocent children, the articulate joy of mothers and fathers! In the twinkling of an eye it had all been transformed, and fathers, sons, daughters, and mothers now lay hidden in the mould, covered with matting, buried in the rubbish or floating down the river. A wave of death and desolation had swept over the land, and desolation had the vestiges of Chinese culture. Men, women, boys, girls, and babes in arms had been shot, stabbed, and hewn to bits in this labyrinth of streets, and now, on both banks of the river, reigned the peace described by Tacitus. In the trees of the deserted tea gardens and in the great weeping willows by the way no solitary song-bird relieved the eerie silence; the bats alone flitted about in the dusky air, and ungainly carrion birds circled around with funeral clang of wings."

Truly, as Mr. DILLON says, it is not "sickly sentimentality" that marks the attitude of European culture-bearers towards China. The future historian will find it difficult, he says elsewhere, to explain how it came about that the free Christian peoples, whose generous blood boiled with indignation against the high-handed action of the British in South Africa, were at the very same time enthusiastic in their praise of the "good work done" by the brave troops in China. A little comfort can be derived from the fact that Mr. DILLON found the British troops giving quarter and tending Chinese wounded, but he does not exonerate the Sikhs from some of the worst crimes committed in a long and shameful list against the credit of the Allies. We shall probably hear more about the conduct of the foreign troops in China. Enquiries are talked of. They are not superfluous if any value is attached by the various governments to the good name of their armies.

We call our readers' attention to a letter appearing in another column under the heading "Educational Facilities in Hongkong," and we think that the suggestion there made will be welcomed by those interested in the improvement of education for European children in Hongkong. As we stated on Saturday, influential persons have been moving in the matter, and what is required is that the support given shall be thoroughly representative and of a nature to command respect. Any impression that the local authorities are hostile to the movement must be done away with. In fact, we should be surprised if it were not found that the contrary is true. But it is of necessity that the unofficial public should show how strong is its feeling in the matter. The petition, whatever form it may ultimately take, must bear the support of all those influential members of our community who wish to see the existing reproach removed from the name of Hongkong, that it has no means of educating efficiently the European children who are called on to live on the island and the neighbouring mainland. If a request ultimately be preferred to the Colonial Office at home, sup-

ported by the bulk of British and other European parents here, and, as we hope, backed by the recommendation of H.E. the Governor, the home authorities can hardly fail to see that the want complained of is a very genuine one. If any alteration of the system, however, be refused, the public will know the worst, and private enterprises must do the necessary work unaided. It is difficult to see what plan can be upheld against a general request for a school for European children alone. That of the undesirability of class-legislation will not hold good. The Chinese have their own schools. We learn that there are in the Colony 27 schools in which English is taught and 82 in which Chinese is taught. But none of these schools, of course, in which English is taught are debarred to the natives, who can thus go to their own schools or the mixed, whereas European children have only the mixed to which to go. This is the state of affairs which we wish to see remedied, with Government support, we trust; but if not, without it.

The British cruiser *Arcturion* arrived yesterday from Yokohama.

Apart from two cases of bubonic plague (Chinese), both fatal, there were no instances of communicable disease in the Colony during last week.

Whilst loading sugar on the steamer *Onsey* in the harbour on Monday, a coffin fell down the hold and sustained injuries from which he died. The body was taken to the mortuary.

We beg to acknowledge with thanks the receipt of a cheque for \$10 from "Mancinia" for the fund to be applied to the relief of the widow and children of the murdered schoolmaster Yeung Ku Wan.

We have received from Messrs. Dowell and Co., Limited, the Agents of the Standard Life Assurance Company, a neat desk blotter and pocket diary for 1901 issued by this Company. Mr. Kiene, the manager of the Equitable Life Assurance Company of the United States, has also sent us an artistic calendar for this year.

A telegram from the N.C. Daily News Peking correspondent, dated the 5th inst., says:—"At the meeting of the Foreign Ministers with the Chinese Peace Plenipotentiaries to-day, the question was asked: 'What initiative will the Chinese Government take to exact the death penalties demanded?' An evasive answer was given."

We have received the Annual Report of the Directors of the China Fire Insurance Co. The Directors propose to apportion the balance of profit, \$143,412.79, as follows:—\$12,900 to shareholders as dividend for the year, at the rate of \$6 per share; \$205 as bonus to contributors of profits; and the balance, \$32,762.79, to the credit of extra reserve fund, which will then stand at \$24,630.01.

Two outbreaks of fire were reported by the police yesterday morning. The first was at half-past ten on Monday evening in a family house in Queen's Road West, when damage to the extent of \$70 was done. The Fire Brigade under Captain Superintendent May were promptly on the scene, and soon had the fire under control. The brigade had barely returned to the station when the fire bell again rang. This time a joss-stick maker's shop in Third Street was involved. The damages amounted to about \$300. Neither place was insured.

Japanese journals report the death of the well-known diver Fukumatsu Sakamoto. He was engaged in the almost impossible task of fixing lines to a hull—that of a concrete deposit, the *Yushima Maru*—at a depth of between 50 and 60 fathoms, in the Inland Sea. Fukumatsu's attempt seemed to promise success. On the first day, he reached the bottom of the sea, and assured himself, as he supposed, of the feasibility of the task. On the second day, after remaining down for some time, he gave the signal to be drawn up, but his body seems to have slipped from the supporting loop in the process of ascent and he never reached the surface, nor has his corpse been found. He was only 44 years of age. It is suggested that he became numbed with cold and lost power to help himself. Diving operations carried on at this season might well have that result.

The U.S.S. *Kentucky* entered the Harbour yesterday morning, having left Manila on the 9th inst. She is the first American battleship that ever crossed the Atlantic Ocean to foreign ports, and all on board are proud of her record. She has been engaged in persuading the Sultan of Turkey to pay the indemnity due to the United States over missionary outrages in Armenia. The *Kentucky* is a sister ship to the *Kearsgate*, being built by the Newport News Ship-building Company and launched some 18 months ago. At her trial trip she developed a speed of 17 knots an hour. Her armament consists of the following: four 13-inch and four 8-inch guns mounted in superimposed turrets fore and aft, fourteen 5-inch guns, twelve 6-pounders on superstructure, eight 6-pounders on board deck, four 1-pound automatic and four 1-pound rapid fire in lower main tops, four Colt Machine guns in upper main tops, two 3-inch field pieces, and four torpedo tubes. The *Kentucky* can throw at one round more metal than any battleship afloat. She is commanded by Captain Colby M. Chester. The full complement of the ship is 540 men and 60 marines, besides 32 officers.

The French naval representative at the ceremony of conveying the late Queen's remains from the Isle of Wight to Portsmouth was the cruiser *Duguay-Bele*.

Count von Walderssee, according to the *Universal Gazette*, has been lately preparing to leave Peking, and there is a doubt amongst the Chinese in that city whether the Count intends to go to Chiawangao or to Kiaoehow.

H.E. Yu Lien-yun, former Tao-tai of Shanghai and recently promoted acting Governor of Chekiang, left Shanghai for Hangchow on the 8th inst. and was to take over his new seals of office on the 9th inst., immediately after which the seals were to be laid by for the Chinese New Year holidays and will not be used until the 10th of March next.

A strange report comes from Seoul to the effect that Belgium wants to make the most-favoured-nation clause retrospective in her new treaty with Corea. She is said to insist that whatever mining and railway concessions have been hitherto granted to other nationals, corresponding or equivalent concessions must be granted to her nationals if she endorses the treaty.

The late terrible famine has made prominent the great desirability of reviving native industries in India. These used to be encouraged by Rajas and other wealthy persons, but latterly British fabrics and British furniture have been preferred in Indian mansions and palaces. Efforts are being made by the Indian Government and by merchants to bring back the artisans to industrial work, though opening out fresh opportunities for the sale of their products.

Messrs. Noel, Murray and Co., of Shanghai, say in the last issue of their Report:—"Everything points to some fresh complications having arisen to interrupt the satisfactory solution of China's troubles, otherwise why should trade have come to a standstill as at present? The weather has been propitious in all parts of the country, much needed snow has fallen and the prospects for the spring crops are very favourable, and yet trade has come to a sudden stop, which cannot be accounted for entirely by the decline in exchange, though the unlooked-for drop is somewhat disconcerting. It can therefore only be presumed that promise of an early resumption of trade in the North has been indefinitely postponed."

The application of the Tramways Company at Bangkok for permission to amalgamate with the Electricity Company has been referred to a committee consisting of H. B. H. Prince Narser (Minister for Local Government), Mr. Rivest-Carnegie (Financial Adviser), Mr. Allegri (chief engineer of the P. W. D.), and Colonel Farlow de Rozzoli (City Engineer). An expert electrician is said to be coming up from Singapore to advise the committee on some technical points. The *Bangkok Times* says:—"One of the stipulations, it is generally understood, is that the amalgamated company will have to submit to the authority of some tribunal in Bangkok when an action is brought against them. That is all very well for Siamese subjects, but surely foreigners in the country ought also to be able to obtain redress for damages without going to Copenhagen. The position will be very anomalous one otherwise."

The Japanese Government has included in its estimates for 1901-2 a sum of 6,300,000 yen for the establishment at Kure of a factory to make armour plates and other materials for ship-building. The item came up for discussion in the House of Representatives a few days ago, when Colonel Yamamouchi, Chief of the Kure Dockyard, speaking as an expert, explained that the new Wakamatsu Iron Foundry would supply materials for the manufacture of armour plates. Japan was absolutely dependent on foreign countries in this matter, and her predicament in the event of war might be very embarrassing. Although the question of profit or loss was quite subordinate, he might nevertheless point out that if Japan possessed such a factory, she would save, in the case of one ship such as the *Shikishima*, a sum of no less than 1,700,000 yen, on account of the model, the insurance, the cost of bringing out the vessel, and in the matter of construction.

The "Reform Bearer" which we mentioned in our issue of Monday was, according to the N.C. Daily News, which bases its statement on a private telegram from Hsiao from a high official to his family residing in Shanghai, really drawn up by the Emperor himself after a Grand Council gathering and ordered by His Majesty to be telegraphed to all the Viceroy and Governors of provinces to guide them, as to what reforms should be inaugurated by them when the Emperor returned to Peking. In stead of this special decree, which had already been seen by several of the Grand Councilors, being telegraphed to the provinces at once, the document was handed to the Empress Dowager, who expressed great wrath at the Emperor's composition, and in conjunction with Lu Ch'un-lin drew up a shorter one of 1,000 odd characters exonerating the Empress Dowager from being a Conservative, declaring that she was just as favourable to reform as the Emperor, while the Emperor himself is made to say that he only wanted a few changes and never intended to sweep away all old useless laws and customs. Kang Xi-wei and his reformers are also branded as traitors, and the whole of the decrees remind one of those superficial decrees issued by the Empress Dowager in 1898 immediately after the coup d'état. In a word, the decree drafted by the Emperor on the morning of the 29th of January last is just opposite to the one which has now taken its place drawn up by the Empress Dowager and her adviser Lu Ch'un-lin, which is now published as an open decree and not the private message to Viceroy and Governors as first announced.

Mr. Cathbert Christy in a just published book on the subject of *Mosquitoes and Malaria* states that "three teaspoonfuls of powdered cinchona, mixed with a little olive oil and ingested, is sufficient to kill all the mosquitoes in an ordinary-sized room."

Herr Peter F. Kempermann, Consul-General for the German Empire in Australia, has died in Sydney aged fifty-five years. He arrived in that city in October 1897. Before being appointed to Sydney Mr. Kempermann was Minister-Resident in Bangkok for a number of years.

The latest information to hand from Bangkok states that a spell of rather oppressive weather has brought about something like an epidemic of cholera there, though not apparently of a very severe type. There have been many cases, and a number of deaths have been recorded. Princess Palomloke, a daughter of the late Second King, died of this disease on the 24th ult. and Princess Charoenari, a daughter of His Majesty, is at present seriously ill with it. There have been two or three deaths from it in the Navy, but though there are some four or five thousand men at present assembled at headquarters the Navy shows a singularly good bill of health.

If England's population shows an excess of women, Australia's appropriately enough shows an excess of men, says the new *Imperial and Colonial Magazine*. On an average there are seventy-five unmarried females to every hundred unmarried males. In spite of this well-known fact, there is only one institution for aiding working girls to go out to the Colonies. It was founded by Mrs. St. John, and deserves all the help the public can give it. Curiously enough, however, people are readier with charity that paperises, than with assistance that lifts the individual in the social scale. It is so much easier to give a cheque than to take a little trouble.

The Duke of York's recent promotion to flag rank, according to a home contemporary, caused no surprise in the Navy, for it was fully understood that he would be empowered to hoist his flag, if necessary, during his visit to Australia. His Royal Highness becomes a rear-admiral at the age of thirty-five; his uncle, the Duke of Saxe-Coburg-Gotha, was thirty-four when he was promoted. Sir H. Keppel was a rear-admiral at forty-eight, the Earl of Clanwilliam at forty-four, Sir A. Lyons and Sir N. Salmon at forty-five, and these are all now admirals of the fleet on the Active List. There is, however, no likelihood of the Duke of York regretting, as did his uncle, his speedy promotion, for, owing to the death of his brother and the call of other duties, he will not be able to pursue the profession in which he has made himself highly popular with officers and men. The popularity of the Duke of York in the Navy, our contemporary continues, started with the cruise of the *Beaumont*, now more than twenty years ago. The crew did not take too kindly to Prince Edward—he was so infinitely courteous; but Prince George could and did talk sailorese, and in all his later experiences at sea he showed himself such a thorough sailor that whoever served with him once wished to serve with him again. His promotion to flag rank is, however, merely a honorific distinction.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## EDUCATIONAL FACILITIES IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th February.

SIR,—Will those of your readers who sympathise with the desire to obtain select Government Schools for the children of European parents in the Colony, and are willing to extend their support to such a scheme, kindly send in their names and addresses to the undersigned. It has been felt desirable that those interested should meet together privately and decide upon a means of adequate representation. The Bishop of Victoria will be pleased to allow such a meeting to be held in St. Paul's College, and to preside at such a gathering.—Yours, etc., ALFRED CUNNINGHAM, Hongkong Daily Press Office.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day (Wednesday), 13th February, at 3 p.m.

1. Financial Minute. (No. 8)
2. Report of the Finance Committee. (No. 2)

## ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to repeal all Ordinances for the Naturalisation of Persons as British Subjects within this Colony and to make provision for the Preservation of the Rights of such Persons.
2. First reading of a Bill entitled An Ordinance to amend the Law of Libel and Slander.
3. Third reading of the Bill entitled An Ordinance to amend and declare in certain respects the Law to be administered in the Supreme Court.
4. Third reading of the Bill entitled An Ordinance to establish a Code of Procedure for the Regulation of the Process, Practice, and Mode of Pleading in the Civil Jurisdiction of the Supreme Court of the Colony.
5. Third reading of the Bill entitled An Ordinance to repeal various Statutes relating to Civil Procedure or Matters connected therewith.

R. F. JOHNSON, Acting Clerk of Council.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

London, 11th February, 5.55 p.m.

## RUSSIA'S AGGRESSION IN MANCHURIA.

The *Moscow Gazette* urges the establishment of a permanent Russian administration in Manchuria.

## HARMONY AT THE COURT—THE NECESSITY FOR REFORM.

It is reported that Li Hung-chang states that the relations between the Empress Dowager and the Emperor have never been more harmonious. The Empress Dowager agrees to the necessity of introducing modern reforms in the Chinese Empire.

## FRENCH LOOT RETURNING TO CHINA.

The French loot from North China, which was sent home by General Frey, is now being reshipped in order to be restored to the Chinese Government.

## REUTER'S SERVICE.

London, 10th February.

## BRITISH SOUTH AFRICA.

General Lord Kitchener wires that Louis Botha with 2,000 Boers attacked General Smith-Dorrien at Bothwell and was repulsed after severe fighting, in which the Boer General Spruit and two field cornets were killed and twenty dead and many wounded left on the field. The British casualties were 24 killed and 53 wounded.

THE HAY-PAUNCEFOTE TREATY. It is understood at Washington that Great Britain has not accepted the amended Hay-Pauncefote Treaty and has made counter proposals.

## THE DUKE OF YORK.

The Duke of York will not be created Prince of Wales until after his return from Australia.

## BRITISH FINANCE.

A new issue of £11,000,000 Exchequer Bonds at 3 per cent, repayable in 1905, is announced.

## FOOTBALL.

THE CHALLENGE SHIELD COMPETITION. The draw for the third round is as follows:—G. Co. R.W.F. v. V.R.C. To be played on Saturday, February 16. 25th E.D.B.A. v. R.E. To be played on Monday, February 19. H.K.F.C. v. H. Co. R.W.F. To be played on Saturday, February 23. The winners of Siege Train and 25th S.D.R.A. v. Co. R.W.F. To be played on Thursday, February 21. All ties are to be played on the Hongkong Football Club Ground. The first round of the competition of third round is Saturday, 2nd March. The drawn tie between the Siege Train and 25th S.D.R.A. is to be re-played on Wednesday, 13th February.

## BOXING.

A gratifyingly large number of entries has been received for the forthcoming boxing tournament at the City Hall. The draw, which will take place to-night, will reduce the entries for each event to twelve, eight competitors and four reserves. It will be noted that Mr. C. T. Robinson has increased the prizes in aggregate value from £1,500 to £1,810. The full entries are:

Feather Weights (126 lbs.)—C. A. Bowley, Quarry Bay; J. H. Brien, U.S.S. Brooklyn; Dr. W. H. Greasy, 15th Co. Siege Train; D. Davis, E. Co. R.W.F.; F. Mathews, Band; H.W.F.; T. Lavers, Band; R.W.F. Sgt. J. Veir, H. M. Naval Yard; J. Jago, H.M.S. Centurion; Tim Bailey, H.M.S. Undaunted. Light Weights (146 lbs.)—Gr. T. Harvey, R.M.A. H.M.S. Tamar; C. Watkins, C. Co. R.W.F.; J. Sandford, B. Co. R.W.F.; B. Thomas, B. Co. R.W.F.; C. Morris, C. Co. R.W.F.; Sgt. Morgan, 25th Co. S.D.R.A.; Thos. Phillips, H.M.S. Argonaut; Geo. Smith, H.M.S. Centurion; John Kinay, U.S.S. Dennington; Sgt. Davis, E. Co. R.W.F.; W. Foster, B.M.L.I.; H.M.S. *Terrible*; T. Baddeley, Banner, R.E.; W. Barrett, Banner, R.E. Middle Weights (168 lbs.)—Geo. Smith, H.M.S. Centurion; R. Borwick, Quarry Bay; John H. Tibbs, U.S.S. Brooklyn; E. C. Danley, U.S.S. Brooklyn; Geo. P. Hayes, Siege Train; Gr. C. Sinclair, Siege Train; Jack Gorman, Harston's Circus; J. W. Newman, H.M.S. *Terrible*; Thos. Phillips, H.M.S. Argonaut; J. Donald, H.M.S. Undaunted; R. Mansford, H.M.S. Argonaut; Burns, U.S.S. Albany; W. A. Bailey, Amateur Middle-weight Champion of Hongkong. Heavy or Catch Weights—John H. Tibbs, U.S.S. Brooklyn; McMuray, 25th Co. S.D.R.A.; Bob Savidge, H.M.S. *Ollath*; Jack Gorman, Harston's Circus; Corp. Aldridge, 25th Co. S.D.R.A.; W. S. Bailey.

PRIZES. Winners (4), solid gold jewel medal and purse of \$120 each. ... \$700. Banners up, purse \$75, each ... 300. Losers in second bout, \$40 each ... 320. First ... 320. Reserve men ... 120. Prize for best and neatest costume ... 50. Total \$1,810.



## POLICE COURT.

Tuesday, 12th February.

Before Mr. Kemp.

## FIRE FIGHT IN A HOTEL.

Two men from the U.S.S. Brooklyn were charged with fighting and creating a disturbance in the Globe Hotel on the 11th inst. The first defendant admitted the charge, but the second pleaded not guilty.

The proprietor of the Globe Hotel said that between three and four in the afternoon of the day in question, about fifteen American blue-jackets came in. They were all more or less under the influence of drink, and commenced to fight. Witness called, a policeman, and all ran away except the two defendants, who were arrested.

The Sikh constable who made the arrests said he found the two men struggling on the floor. Both were intoxicated, but went quietly to the station.

The first defendant was fined \$3 or 10 days; the second, who stated that he had been knocked down and did not get up, was discharged.

A COMRADE'S RUNS AMUCK.

A comrade pleaded not guilty to behaving in a disorderly manner whilst under the influence of drink in a shop at 2, Lyndhurst Terrace, and (2) damaging property to the extent of \$100, the property of the shopkeeper, on the 11th inst.

The complainant said the defendant was drunk, and although he did knock things about, did not do so purposely. The damage was slight, and would be covered by \$5. The defendant was a friend.

The defendant was fined in all \$10, which he paid.

## THIEVING MILITARY PROPERTY.

Wong Yau, coolie, was charged on the information of Corporal Marlow, A. O. C., with feloniously stealing two pieces of gun-metal, value \$1, the property of the military authorities, on the 11th inst.

He pleaded guilty, and as there was a previous conviction for larceny against him, he was sentenced to one month's hard labour.

Before Mr. Hazell.

## MANSLAUGHTER.

Clara Cordero, 30, professional midwife, 27, Shelley Street, was charged with the manslaughter of one Leonidas Francisco da Cruz Bora, 22, on the 11th inst. Detective-Inspector Hanson prosecuted.

The defendant, it appears, attended the deceased woman during the latter's confinement, and it is alleged that her death was due to the treatment adopted by the defendant, who pleads not guilty to the charge.

The hearing was adjourned till Monday next at 2.15 p.m., bail of \$2,500 being allowed.

EXTENSIVE POSSESSION OF RAW OPIUM.

A coolie, charged with the unlawful possession of \$84 of raw opium, without a valid certificate, on the 11th inst.

A Sikh constable deposed that the defendant was carrying the opium in a box on his shoulder. The defendant, who pleaded that the opium was for another man, was fined \$500 or three months, the opium to be forfeited to the Crown. He went to prison.

## VIOLATING CROWN PROPERTY.

An Arsenal Street contractor and his foreman were charged, on the complaint of Mr. G. J. W. King, land bailiff, with spitting stones at Mataukok on several dates during January, without the permission of the Director of Public Works.

The defendant were found guilty, and fined \$100 each or two months' hard labour. The fines were paid.

## THE CONFIDENCE TRICK AGAIN.

Chung Lai and U Cheung, both of no occupation, were charged on remand with obtaining by false pretences jewellery and money to the amount of \$35, the property of a married woman, on the 8th inst.

The complainant said the second defendant stopped her in the street and whispered that he had picked up about \$200 in bank notes. If the complainant would give him her rings and what money she had, he would in return give her the bank notes. The first defendant then came up, and all three went to a quiet corner, where the complainant took off her rings and bangles, and with \$20 in money, handed them to the defendants. In return she received a roll of what looked like bank notes, but which proved to be only paper.

Each defendant was sentenced to six months' hard labour, with 14 days' solitary confinement.

## HARMSTON'S CIRCUS.

With the additional attraction of an international tug-of-war to swell a programme rich in variety and excellence, it was but natural in the sequence of events that the attendance of visitors at the Circus last evening should be an unusually large one. The Circus management is really to be congratulated on the enterprise and "go" that gave rise to these competitions, and it is to be hoped they will have the reward they deserve. The first half of the programme was carried out with its usual dash and finish, and in the interval the four tug-of-war teams billed to pull off their ties got to business. The two contests were splendidly pulled, and resulted in the 22nd Bombay Infantry and 15th Co. (Siege Train) Western Division, R.G.A., emerging as winners.

## ROYAL HONGKONG GOLF CLUB.

## CAPTAIN'S CUP AND SILVER MEDAL FOR 1900.

The uncertain state of the weather prevented the appearance of several of the regular competitors, but those who had the courage to face the rain were amply rewarded by a clear course and easy greens. Some fine scores were returned, making it very evident that the new bunker is a poor substitute for the now extinct "bun".

## CAPTAIN'S CUP.

Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73
Mr. E. J. Crist	85	less 12	73

## POOL.

Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71
Mr. E. J. Crist	85	less 14	71

## LIFE AND VIGOUR FOR THE HAIR.

The only article which really possesses nutritious virtues for stimulating and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, dandruff, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and healthy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it, also in a golden colour for fair hair. Sold by Stores and Chemists.

## THE INTEREST OF THE BRITISH EMPIRE IN THE FAR EAST.

LECTURE BY CAPTAIN G. O. ANDERSON.

Yesterday evening Captain G. O. Anderson delivered a lecture in the City Hall, under the auspices of the Hongkong branch of the Navy League, on "The interest of the British Empire in the Far East, and the needs of the Navy." Mr. J. J. Francis, K. C., presided.

The CHAIRMAN said there were very great, very important British imperial interests in the Far East, and so far as they who were out here and who were in close contact with the questions were able to judge for themselves, those interests had to be a considerable extent, they were a very serious question for all who had at heart the interests of the British Empire to consider what those interests were out here—to make themselves acquainted with the facts, and to do all they possibly could to promote those interests, and to make the people in England better acquainted with them. Imperial interests in the East rested mainly upon the strength of our naval forces, and therefore it was that Captain Anderson had combined the consideration of imperial interests with that of the needs of the Navy.

Captain ANDERSON then delivered his lecture, which was a most able one. We are unable, however, to find space for the whole of it, and must content ourselves with the following extracts:—

## THE IGNORANCE OF EASTERN AFFAIRS AT HOME.

Recent events have revealed the fact that a remarkable degree of ignorance of Eastern affairs prevails in the old country, not only among the rank and file of the people, but also among our leading men, who seem to have been for a time completely fogged, when the outbreak of the Far North took the country by surprise. Perhaps this is not to be wondered at, considering the pace at which people have to live in modern times, and to the fact that the eyes of all Western nations were, for the time, hard set on South Africa.

## HONGKONG AND WEIHAWEI.

To take our own colony of Hongkong first as an instance of the magnitude of Imperial British interests in the Far East. I must crave forgiveness if I quote a few dry statistical figures in support of the general statement that this colony is of supreme importance to the Empire, as its furthest outpost, coaling station, and naval base, with a trade capable of infinite expansion. Weihaiwei does not count yet for, though it is a better place for our purposes than Port Arthur, there is not a big gun in position, or any attempt being made to dredge, to convert it into a secondary naval base, as was promised; and for some reason or other, probably the want of defences, large quantities of supplies have been returned to Shanghai from there. Now, if there is one thing more than another wanted in the Far North at the present time, it is a large number of our warships and transports between Shanghai and the coast of China, and the Liaoning gulf, it is a base port which Weihaiwei should have been this time. We do not know what the winter has in store for us. Our ships cannot stop at Taku Bay through the winter on account of the ice. Shanghai is nearly as bad, and there is nothing nearer than Hope Sound or Chefoo, neither of them desirable places, after December, and I have had many years' experience of the Gulf of Pechili and Liaoning summer and winter, and have often taken advantage of the welcome shelter of Weihaiwei.

## Possibly South Africa overshadowed Weihaiwei.

anyhow it has been unaccountably neglected, may more, Lord Salisbury went out of his way to prevent any railway enterprise being allowed at the place and thus destroyed the chances of the port as a place of shipment, which he need not have done, had he been kept better informed. The place itself is no more than a walled fishing village, but there is a good country behind, now booked for Germany!

## HONGKONG'S TONNAGE.

The Harbour-Master's report of this colony for 1899 shows the total tonnage entered and cleared during the year, to be in round figures 18 millions, being an increase of 35,000 tons on the previous year. Of this total tonnage, 48 per cent. was under the British flag, 26 per cent. under foreign flags, and 26 per cent. of junk trade. Taking steamers alone, 6877 per cent. was British. The British river tonnage amounted to 3,550,169 tons entered and cleared, which shows the importance of the British trade with Canton, Macao, and the West River ports; and when matters are settled on a new basis, as they must eventually be, this trade is capable of infinite expansion, though it is temporarily under a cloud, owing to Chinese official obstruction. Sir Robert Hart's Chinese river trade regulations, together with disturbances and unrest in the southern provinces. The figures I have just quoted show that Hongkong is the most important of all the British foreign possessions in the matter of shipping. Besides, the tonnage already mentioned which is recorded in the books of the Harbour Department, there are no less than 165 steam launches employed in the Harbour and of these 71 are licensed for the conveyance of passengers, 77 are owned by private individuals or firms, 12 are the property of the Colonial Government, and belong to the Marine Department. These launches are all built in the colony, and Hongkong has become celebrated for the excellence of its small steam craft, which are built and exported all over the Far East, from Vladivostok to Java and the Straits and to Europe.

## THE TRADE OF HONGKONG.

We now come to the trade of Hongkong, a very important British interest, roughly estimated to be worth £50,000,000 per annum. The total import trade for 1899 was carried in 25,010 vessels, which brought 5,707,898 tons of cargo, of which 3,750,195 tons were discharged in Hongkong, exclusive of the local junk trade. The total export trade for 1899 was carried by 27,892 vessels of 8,563,127 tons, which took 2,914,797 tons of cargo, and shipped 493,871 tons of bunker coal.

## REVENUE.

The total revenue collected by the Harbour Department during 1899 was \$190,555.50, being an increase of \$6,927.49 on the previous year, made up as follows:—

1 Light dues ..... \$2,406.85

2 Licences & Internal Revenue ..... \$9,127.40

3 Fee of Court and Office ..... \$9,021.07

Total ..... \$190,555.50 say £19,055 Stg.

## EMIGRATION.

61,075 Emigrants left Hongkong for various places during 1899, 45,558 were carried by British ships and 15,719 by foreign ships, 110,449 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 86,235 were brought in British ships and 24,213 in foreign ships.

## THE COAST PORTS TRADE.

The total value of the foreign trade of the eight principal coast ports of Canton, Swatow, Amoy, Foochow, Shanghai, Chefoo, Pootung, and Newchwang, is roughly about £44,000,000 sterling per annum, of which something like 70 per cent. is British. For the year 1899, the total foreign trade of China has been estimated at £69 million pounds sterling, and the British share at 43 million pounds sterling, a stake

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Captain ANDERSON then delivered his lecture, which was a most able one. We are unable, however, to find space for the whole of it, and must content ourselves with the following extracts:—

## THE IGNORANCE OF EASTERN AFFAIRS AT HOME.

Recent events have revealed the fact that a remarkable degree of ignorance of Eastern affairs prevails in the old country, not only among the rank and file of the people, but also among our leading men, who seem to have been for a time completely fogged, when the outbreak of the Far North took the country by surprise. Perhaps this is not to be wondered at, considering the pace at which people have to live in modern times, and to the fact that the eyes of all Western nations were, for the time, hard set on South Africa.

## HONGKONG AND WEIHAWEI.

To take our own colony of Hongkong first as an instance of the magnitude of Imperial British interests in the Far East. I must crave forgiveness if I quote a few dry statistical figures in support of the general statement that this colony is of supreme importance to the Empire, as its furthest outpost, coaling station, and naval base, with a trade capable of infinite expansion. Weihaiwei does not count yet for, though it is a better place for our purposes than Port Arthur, there is not a big gun in position, or any attempt being made to dredge, to convert it into a secondary naval base, as was promised; and for some reason or other, probably the want of defences, large quantities of supplies have been returned to Shanghai from there. Now, if there is one thing more than another wanted in the Far North at the present time, it is a large number of our warships and transports between Shanghai and the coast of China, and the Liaoning gulf, it is a base port which Weihaiwei should have been this time. We do not know what the winter has in store for us. Our ships cannot stop at Taku Bay through the winter on account of the ice. Shanghai is nearly as bad, and there is nothing nearer than Hope Sound or Chefoo, neither of them desirable places, after December, and I have had many years' experience of the Gulf of Pechili and Liaoning summer and winter, and have often taken advantage of the welcome shelter of Weihaiwei.

## Possibly South Africa overshadowed Weihaiwei.

anyhow it has been unaccountably neglected, may more, Lord Salisbury went out of his way to prevent any railway enterprise being allowed at the place and thus destroyed the chances of the port as a place of shipment, which he need not have done, had he been kept better informed. The place itself is no more than a walled fishing village, but there is a good country behind, now booked for Germany!

## HONGKONG'S TONNAGE.

The Harbour-Master's report of this colony for 1899 shows the total tonnage entered and cleared during the year, to be in round figures 18 millions, being an increase of 35,000 tons on the previous year. Of this total tonnage, 48 per cent. was under the British flag, 26 per cent. under foreign flags, and 26 per cent. of junk trade. Taking steamers alone, 6877 per cent. was British. The British river tonnage amounted to 3,550,169 tons entered and cleared, which shows the importance of the British trade with Canton, Macao, and the West River ports; and when matters are settled on a new basis, as they must eventually be, this trade is capable of infinite expansion, though it is temporarily under a cloud, owing to Chinese official obstruction. Sir Robert Hart's Chinese river trade regulations, together with disturbances and unrest in the southern provinces. The figures I have just quoted show that Hongkong is the most important of all the British foreign possessions in the matter of shipping. Besides, the tonnage already mentioned which is recorded in the books of the Harbour Department, there are no less than 165 steam launches employed in the Harbour and of these 71 are licensed for the conveyance of passengers, 77 are owned by private individuals or firms, 12 are the property of the Colonial Government, and belong to the Marine Department. These launches are all built in the colony, and Hongkong has become celebrated for the excellence of its small steam craft, which are built and exported all over the Far East, from Vladivostok to Java and the Straits and to Europe.

## THE TRADE OF HONGKONG.

We now come to the trade of Hongkong, a very important British interest, roughly estimated to be worth £50,000,000 per annum. The total import trade for 1899 was carried in 25,010 vessels, which brought 5,707,898 tons of cargo, of which 3,750,195 tons were discharged in Hongkong, exclusive of the local junk trade. The total export trade for 1899 was carried by 27,892 vessels of 8,563,127 tons, which took 2,914,797 tons of cargo, and shipped 493,871 tons of bunker coal.

## REVENUE.

The total revenue collected by the Harbour Department during 1899 was \$190,555.50, being an increase of \$6,927.49 on the previous year, made up as follows:—

1 Light dues ..... \$2,406.85

2 Licences & Internal Revenue ..... \$9,127.40

3 Fee of Court and Office ..... \$9,021.07

Total ..... \$190,555.50 say £19,055 Stg.

## EMIGRATION.

61,075 Emigrants left Hongkong for various places during 1899, 45,558 were carried by British ships and 15,719 by foreign ships, 110,449 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 86,235 were brought in British ships and 24,213 in foreign ships.

## THE COAST PORTS TRADE.

The total value of the foreign trade of the eight principal coast ports of Canton, Swatow, Amoy, Foochow, Shanghai, Chefoo, Pootung, and Newchwang, is roughly about £44,000,000 sterling per annum, of which something like 70 per cent. is British. For the year 1899, the total foreign trade of China has been estimated at £69 million pounds sterling, and the British share at 43 million pounds sterling, a stake

## THE ITALIANS IN THE PEITANG CATHEDRAL.

The Ordine of Ancona publishes the following extracts from the diary of Lieutenant Olivieri, the officer in command of the ten Italian marines who were engaged with 30 French marines in the defence of the Peitang Cathedral in Peking:—"August 9.—Our food is now nearly at an end. The Chinese Christians dispute over the skins of the last asses which they butchered. The troops are nearly all stripped of their clothes, so that even this wretched food will soon fail us. Two children of seven years have died of hunger; the babies are long since dead, their mother's breasts having failed to yield them one drop of milk. We are in extreme distress, and yet no signs of the European troops. August 12.—In the morning I went to the round of the sentries and entered my room when I heard a terrible explosion and felt a violent shock. I attempted to go out, but the house trembled about me and I felt completely buried in the masonry. A passion mine had been sprung outside the wall, and Lieutenant Olivieri had been engaged in constructing counter-mines but evidently had not worked in the right direction. My sergeant and four men were buried in the same way, leaving five men free, who, with the French, commenced the work of rescue. After three-quarters of an hour's work they succeeded in uncovering one of my hands, and finding it still warm, redoubled their efforts until my whole body was free. I was wounded in the head and in the right foot, but not very seriously. In addition to the five Italians 100 native Christians were buried under the ruins. Our position was desperate. The Chinese officers were no more, and the French were nearly all killed. The French sergeant was dead, and my sergeant was still under the masonry. There was an enormous breach in the wall. We appeared to be lost. But to the character of the Chinese did not advance to the assault. We unearthed the gunner Roselli. He had a broken arm and was horribly bruised and died the next day. Eleven hours later we found 10 bombs almost dead, and then the bodies of two others. August 13.—We discovered another mine. No one was injured, but the native Christians went almost mad with terror; they fled away from the wall screaming and wailing. Their minds were over-excited; they imagined every sound to be an explosion. The confusion was indescribable, and it required all our efforts to calm the natives. August 14.—The French and Italian officers continued. We have but 50 cartridges left and our food is all gone. In the middle of the night towards the east of Peking we heard a formidable cannonade and the rattle of musketry. Europeans—our liberators! Again the scene was indescribable. All rushed to the open regardless of the shot which still continued to fly. All wished to have more distinctly the roar of the guns of our deliverers. Then the joy of the immense joy, it produced a choking sensation and found forth its impetuous wave of sound on all sides. The hunger, the tears, all were forgotten; every one concentrated his attention on the noise of the distant firing. But, alas! the 14th and 15th passed, the fire on the mission continued, and the distant roar of guns ceased. Had the Europeans been repulsed? August 15th.—Two cannons on the north continued to fire on the mission when my men rushed in to tell me that the Japanese had entered our street. I could not believe them, and was unable to move to see for myself. Shortly afterwards my men entered again shouting "We are saved." The two months of siege had cost the lives of six Italian and five French marines. Of the native Christians about 300 perished either from wounds or hunger."

## EXPORT CARGOS.

For steamer City of Rio de Janeiro, sailed on the 22nd January. For San Francisco:—45 pkgs. tea, 1 case silk. For Corinto:—1 case silk. For Acapulco:—1 case silk. For Libertad:—1 case silk. For Guaymas:—4 cases silk. For Callao:—6 cases silk. For Chicago:—1 case silk. For New York:—6 cases silk, 40 bales raw silk.

For steamer Rhinens, sailed on the 23rd Jan. For London:—509 boxes tea—106.89 lbs. assorted caper, 230 boxes tea from Macao, particulars unknown 68 boxes tea from Amoy, particulars unknown, 4,202 bales hemp, 125 rolls matising, 550 cases preserves, 500 cases preserves, 100 cases black woodware, 47 cases China-ware, 46 cases cigars and cigarettes, 27 cases shell, 18 cases camphor wood trunks, 50 pkgs. sundries. For London opt. Manchester:—80 bales waste silk. For London opt. Hamburg:—290 bales cases, 100 bales feathers. For Hamburg:—30 cases shell.

For steamer Optic, sailed on the 29th Jan. For San Francisco:—375 pkgs. tea, 10 cases silk. For Acapulco:—1 case silk. For Shanghai:—1 case silk. For Panama:—19 cases silk. New York:—38 bales raw silk.

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Hongkong, 3rd January, 1901.

[1213]

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Hongkong, 4th January, 1900. [496]

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## THE TONTINE OF THE LOYAL UPSHIRE.

## BY FRED WHISHAW.

(Author of "Clutterbuck's Treasure," &c.)

Private Billy Harkness passed half the night

before the battle in collecting subscriptions for

what he called a "tontine" for those who were

to take part in the frontal portion of the attack.

There were to be about one hundred men en-

gaged in that dangerous enterprise, about half

a company of Billy's own regiment, the Loyal

Upshires, and the same number of the Brook-

hurst Rifles.

Billy's scheme caught on well enough, though

many of those asked—and willing—to enter the

tontine did not possess either the sovereign

which he required of them or even half that

sum. From those Billy accepted an order for

the money against the next instalment of pay

due them. In this way, and with the help of

donations from officers and others, Billy collect-

ed for his tontine over a hundred pounds in

cash and promises. This he deposited in the

hands of the regimental doctor, with explana-

tions.

"But how am I to know who has won it?"

asked the doctor.

And Billy explained that since it would be the

doctor's duty after the fight to find and fetch in

with his bearers and ambulance, the wounded,

and bury the dead, it would be easy for him to

find who was the man entitled to sweep the

pool.

"It's him that gets farthest, alive but wound-

ed," Billy said; "the unwounded is disqualified,

and

"What if two are together?" asked the Doctor.

"You'll have to judge, Sir, if you'll be good

enough," Billy explained; "and if you was to

see fit to divide the pool among two or three,

there'd be no one would dispute your decision."

The Doctor accepted his appointment, laugh-

ingly congratulating Billy upon his tontine.

"It's a grand plan, Harkness," he said, "and

no mistake! But it's hard on the chap that gets

in unwounded, if any do."

"You're right, Sir, it does seem so," Billy

replied. "But if they do get in, why, look

you, they'll be glad enough to have got off with

skins and to let someone else take the pool!"

There was a kopje that stood in the way of

the British advance, like a lion in the path. The

great rocky hill was firmly held by a strong

command of Boers, who had entrenched them-

selves after their fashion, and had mounted

several guns to command the approaches.

The position was practically impregnable to

frontal attack, for from the foot of the kopje

there ran out in this direction a level plain,

without cover or with only an occasional thorn-

bush or isolated stone or rock. Troops attacking

from the front would be exposed to a withering

fire from every gun and rifle that the Boers

should choose to bring to bear upon them, and

must be destroyed before they should have ad-

vanced half way to the foot of the hill.

For this reason the position was to be attack-

ed from both flanks, only the two half com-

panies already mentioned being detailed to draw

the fire of the enemy and keep his attention as

far as possible from the main attack by attempt-

ing, or pretending to attempt to rush the

position from the front. The task entrusted to

the hundred brave fellows selected for this

enterprise was dangerous enough. It was like-

ly to prove fatal to most or all of these con-

cerned, and that was why Billy Harkness thought

of his tontine, and why his ingenious idea

"ought on" among those about to take part

in the affair.

The four young officers engaged commenced

operations overnight by placing their handful

of men in skirmishing order under what little

cover each man could find for himself at three

quarters of a mile from the kopje.

At dawn the guns from the British positions

well by lying, each in the faintest hope he could

and until night he would be on the kopje, should

have been taken by the main attack, each man now

thought of his chance for the hundred pounds

pool and pushed on, watching his rivals and try-

ing to gain a foot or two of space for the ton-

time's sake, but thinking little of the enemy,

who sat and picked him off whenever he moved,

as a man may sit and shoot the rabbits that

dart from hole to hole.

By six in the evening there were five men still

in the running; by seven there were three.

Two of them were close together, running—as it

were—back and neck, so close to one another

that they made, when they moved, for the same

rock or thorn bush. The third man was fifty

yards away on their left and perhaps a yard or

two ahead. The two watched the one with

anxiety, realising that he was slightly in front.

The single man was an Upshire private, while

of the other pair one was a sergeant in the same

regiment, and the other a fine young private in

the Rifles. These two conversed in a friendly

manner in spite of their grim rivalry. Each

was slightly wounded. The older man was shot

through the left arm, the younger dragged his

right foot. Both were glad of their wounds,

for by virtue of them they were qualified to win

Billy Harkness's tontine. As for Billy himself

he had fallen long since and lay groaning a

quarter of a mile away with a shot through his

body. The third man still in the running ap-

peared to be pretty badly wounded; he moved

slowly and lay down constantly, though he

seemed determined to continue.

Gordon the sergeant knew him.

"It is Hughes," he said, "poor devil, he seems

pretty badly hit. Hughes, lad," he continued

shouting, "what d'you feel, where have they got

you?"

"Through the shoulder, d—them," the man

shouted back. "I can't go on much longer—

I'm dead faint—I'm bleedin' to death!"

"I don't think we've got to fear him much,"

said the younger man, Evans of the Rifles.

"It'll be between you and me, Sergeant."

Gordon lay staring at Hughes.

"I tell you what, youngster," he said present-

ly, "I'm off to have a look at the poor chap; it's

getting dark, there's not so much risk. I might

as well be there as here, better, for he's further

on than we."

"Come on then, mate. I'll lend a hand with

him too," said



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FORWRIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. N. Co.	On 16th inst. at Noon.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. N. Co.	On or about 21st inst.
LONDON	ALCANTARA	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
LONDON	DEPHON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th Mar.
BREMEN, via PORTS OF CALL	CLARENCE	Ger. str.	—	E. Oesseltmann	MELCHERS & CO.	On 16th inst.
MARSHALLS, LONDON & ANTWERP, v. S. PORTS, &c.	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
MARSHALLS, &c., via PORTS OF CALL	ERIDAN	Fre. str.	—	Ode	MELCHERS & CO.	On 22nd inst. at Daylight.
MARSHALLS, HAVRE, CHAGEN, & BALTIC PORTS	ANNAM	Ger. str.	—	Berg	MELCHERS & CO.	On 25th inst. at 1 p.m.
HAVRE, BREMEN & HAMBURG	PREUSSEN	Ger. str.	—	Proesch	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On 5th Mar.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 15th Mar.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 25th Mar.
TRIESTE, &c., via PORTS OF CALL	MARIA TERESA	Aus. str.	—	Rassovich	SANDER WIELER & CO.	On or about 15th Apr.
NEW YORK via PORT & SUEZ CANAL	FOLENA	Brit. str.	—	Petersen	DODWELL & CO., LIMITED	To-morrow, P.M.
NEW YORK via SUEZ CANAL	ALBION	Ger. str.	—	Petersen	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CARLOWITZ & CO.	On or about 9th Mar.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	EVA	Brit. str.	—	A. Dixon	CANADIAN PACIFIC RAILWAY CO.	To-day.
PORTLAND, OREGON, &c., via JAPAN, &c.	CITY OF PEKING	Amr. str.	—	Petersen	DODWELL & CO., LIMITED	On 1st Mar.
SAN FRANCISCO via SHANGHAI, &c.	GAELIC	Brit. str.	—	—	ARMED, KAMBERG & CO.	On or about 10th Mar.
SAN FRANCISCO via AMOY, &c.	HONGKONG MARU	Jap. str.	—	C. W. Haswell	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STATHOULE	Brit. str.	—	—	TOKO KUMI KAISHA	On 23rd inst. at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Mar. at Noon.
AUSTRALIAN PORTS	KANUWA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 20th Mar.
YOKOHAMA & KOBÉ	CHINA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst.
NAGASAKI, SASEBO, KOBÉ & YOKOHAMA	TAMBA MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst. at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	ROSETTA MARU	Jap. str.	—	—	SANDER WIELER & CO.	On 22nd inst. P.M.
PORT ARTHUR & WEIHAIWEI	HELLOS	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
SHANGHAI, N'AKI, KOBÉ & YOKOHAMA	KWELIN	Fre. str.	—	H. Bitron	SIEMENS & CO.	On 22nd inst. at Noon.
SHANGHAI	LOONGMOON	Brit. str.	—	—	MELCHERS & CO.	To-morrow, at 4 p.m.
SHANGHAI	BENGAL	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 18th inst.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	—	EAST ASIATIC TRADING CO., LD.	On 15th inst. at 5 p.m.
SWATOW	THALES	Brit. str.	—	—	P. & O. N. Co.	On or about 17th inst.
SWATOW, AMOY & TAIWANFOO	AKASHI MARU	Jap. str.	—	—	DODWELL & CO., LIMITED	On or about 23rd inst.
HAIPHONG	ANPING MARU	Jap. str.	—	—	MITSUI ILLUSAN KAISHA	To-morrow, at Daylight.
MANILA	HAIRONG	Brit. str.	—	—	JARDINE MATHESON & CO.	To-morrow, at Daylight.
MANILA	ESMERALDA	Brit. str.	—	—	SHEWAN TOMES & CO.	To-day, at Noon.
MANILA	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 5 p.m.
SINGAPORE, PENANG & BOMBAY	SUNSHINE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
SINGAPORE, PENANG & CALCUTTA	DOEMIDA	Ital. str.	—	—	CARLOWITZ & CO.	On 22nd inst.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	—	DAVID SASSOON, SONS & CO.	To-day, at Noon.

## SHIPPING.

**ARRIVALS.**  
Feb. 12, YORIMARU MARU, Japanese str., 1,750, Minamita, Keelung 9th February, Coals.—JARDINE, MATHESON & CO.  
Feb. 12, KENTUCKY, U.S. battleship, 11,500, Colby M. Chester, Manila 9th February.  
Feb. 12, CHONGKANG, British str., 1,194, G. H. Bowker, Shanghai 7th Feb. and Swatow 11th. General.—JARDINE, MATHESON & CO.  
Feb. 12, LOOSK, German str., 1,020, J. B. Jackson, Bangkok 1st Feb. and Swatow 10th, Rice and Teakwood.—BUTTERFIELD & SWIRE.  
Feb. 12, LOKSANG, British str., 987, Lensk, Bangkok 2nd Feb., Rice.—JARDINE, MATHESON & CO.  
Feb. 12, THALES, British str., 820, Robson, Swatow 11th Feb. General.—DOUGLAS LARPAIK & CO.  
Feb. 12, ANETHUSA, British cruiser, 3,400, Jas. Starch, Yokohama 3rd Feb. and Swatow 11th.  
Feb. 12, WINGANG, British str., 1,517, Sellar, Canton 12th Feb. General.—JARDINE, MATHESON & CO.  
Feb. 12, GLENFALCON, British str., 1,434, Fripp, Penang 2nd Feb. and Singapore 5th, General.—CHINESE.  
Feb. 12, ANPING, British str., 1,156, Barlow, Canton 12th Feb. General.—CHINESE.

**CLEARANCES.**  
At the HAMBURG-AMERIKA LINE'S OFFICE, 12th FEBRUARY.  
Amara, British str., for Singapore.  
Wingang, British str., for Swatow.  
Kueiyang, British str., for Nagasaki.

**DEPARTURES.**  
Feb. 11, COMETE, French str., for Canton.  
Feb. 12, SUEBIA, German str., for Hamburg.  
Feb. 12, HACHING, British str., for Swatow.  
Feb. 12, AMARA, British str., for Singapore.  
Feb. 12, PILAYO, British str., for Swatow.  
Feb. 12, HAILAN, French str., for Hoihow.  
Feb. 12, JACOB DIERCKHUSEN, Ger. str., for Hoihow.

**VESSELS IN DOCK.**  
ABERDEEN DOCK.—Hansa.  
KOWLOON DOCK.—S.M.S. Hansa, Garoune, U.S.S. Ala de Luzon, Lothair, Nanang, U.S.S. Bennington, U.S.S. Brooklyn, Cushing, Hue, Audenck, Decatur, H.M.S. Porpoise, Cosmopolita Dock.—Loyal, Hanken.

**SHIPPING REPORTS.**  
The German steamer *Loosk*, from Bangkok 1st Feb. and Swatow 11th, had very strong monsoon.  
The British steamer *Cloyang*, from Shanghai 7th Feb. and Swatow 11th, had light to strong monsoon, high sea and unsettled weather with rain.  
The British steamer *Thales*, from Swatow 11th Feb., had fresh northerly winds and fine and cloudy weather. Vessels in Swatow—German cruiser *Seadler*, str. *Phraung* and *Dagmar*.

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
ADOLPH ORBE, American ship, Amesbury.—Standard Oil Co.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RUMATINO UNITED COMPANIES).

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRONO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENIA, ALICANTE, ALMERIA and MALAGA.

**THE Steamship**  
"BORMIDA,"  
Captain Sartorio, will be despatched as above TO-DAY, the 13th inst. at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.  
Hongkong, 2nd February, 1901. [6]

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR HAIPHONG.

**THE Company's Steamship**  
"HAILONG,"  
Captain Bathurst, will be despatched for the above ports TO-DAY, the 13th inst. at Noon.

For Freight or Passage, apply to  
**DOUGLAS LARPAIK & CO.,**  
General Managers.  
Hongkong, 12th February, 1901. [49]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS—POSTE FRANCAIS.

**FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.**  
**THE Company's Steamship**  
"TONKIN,"

Captain Vaquier, will be despatched for the above ports on or about WEDNESDAY, the 14th inst.

For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
G. de Agent.  
Hongkong, 7th February, 1901. [2]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.**  
(Taking Cargo at through rates to the BRITISH ISLANDS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRICATIC PORTS)

**THE Company's Steamship**  
"MARIA TERESA,"  
Captain Rassovich, will be despatched as above TO-MORROW, the 14th inst. P.M.

For information as to Passage and Freight apply to  
**SANDER WIELER & CO.,**  
Agents.  
Hongkong, 2nd February, 1901. [6]

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**  
**THE Company's Steamship**  
"ESMERALDA,"

Captain G. T. Blackland, will be despatched as above TO-MORROW, the 14th inst. at 5 p.m.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 9th February, 1901. [47]

**FOR SINGAPORE, PENANG AND CALCUTTA.**  
**THE Steamship**  
"ARRATON APCAR,"

Captain E. Fy, will be despatched for the above ports on FRIDAY, the 15th inst. at 3 p.m.

For Freight or Passage, apply to  
**DAVID SASSOON, SONS & CO.,**  
Agents.  
Hongkong, 11th February, 1901. [43]

**FOR SHANGHAI.**  
**THE Steamship**  
"LOONGMOON,"

Captain Knop, will be despatched for the above port on FRIDAY, the 15th inst. at 5 p.m.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to  
**EAST ASIATIC TRADING CO., LD.,**  
Agents.  
Hongkong, 7th February, 1901. [20]

**THE OSAKA SHOBEN KAISHA, LIMITED.**

**FOR SWATOW, AMOY, AND TAIWANFOO.**  
**THE Company's Steamship**  
"ANPING MARU,"

Captain S. Azumi, will be despatched for the above ports on WEDNESDAY, the 20th February, at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 6th February, 1901. [18]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2311	A. Dixon	March 1
VICTORIA	4002	J. Pantan	March 8
DUKE OF PIFE	3221	J. S. Cox	March 15
GLENCOLE	3750	W. Frakes	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

**HONGKONG TO LONDON, 252.**  
Excellent accommodation. First class Table, Doctor and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

**HONGKONG TO NEW YORK, 248.**  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car attached to trans-continental trains day and night; Tacoma to New York in 43 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

**HONGKONG TO VICTORIA AND TACOMA, 235.**  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DRYE and ST. MICHAEL.

Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
**DODWELL & CO., LIMITED,**  
General Agents.  
Hongkong, 5th February, 1901. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	COROMANDEL	Noon, 16th Feb.	See Special Advertisement.
	F. W. Vibert, R.N.R.	Feb.	
SHANGHAI	BENGAL	About 17th Feb.	Freight or Passage.
	S. Barchan	Feb.	
LONDON	SHANGHAI	About 21st Feb.	Freight or Passage.
	A. F. Street	Feb.	
SHANGHAI AND JAPAN	BOMBAY	About 28th Feb.	Freight or Passage.
PAN	G.M. Montford, R.N.R.	Feb.	

**PASSENGER SEASON, 1901.**  
s.s. PLASSY 7,240 tons March 30th  
s.s. SOBRAON 7,332 tons April 27th  
MARSEILLES AND LONDON DIRECT  
Without Transshipment.  
For further particulars, apply to  
**A. M. MARSHALL,**  
Acting Superintendent.  
Hongkong, 13th February, 1901. [1]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN & HAMBURG	On 5th March.
Capt. Proesch	(London with transshipment in Hamburg)	March.
MARBURG	HAVRE & HAMBURG	About 15th March.
Capt. v. Binzer	(London with transshipment in Hamburg)	March.
SIBIRIA	HAVRE & HAMBURG	About 25th March.
	(London with transshipment in Hamburg)	March.
BAMBERG	HAVRE & HAMBURG	About 5th April.
Capt. Jacobs	(London with transshipment in Hamburg)	April.
SARNA	HAVRE & HAMBURG	About 15th April.
Capt. Schlaefke	(London with transshipment in Hamburg)	April.

\* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to  
**CARLOWITZ & CO.,**  
AGENTS.  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 12th February, 1901. [3]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
* SACHSEN	20th February.
* KLAUSCHOU (Norddeutscher Lloyd)	WEDNESDAY 20th March.
* BAYERN	WEDNESDAY 20th March.
* STUTTGART	WEDNESDAY 20th March.
* KONIG ALBERT	WEDNESDAY 20th March.
* PRINZESS IRENE	WEDNESDAY 17th April.
* PRINZ HEINRICH	WEDNESDAY 1st May.
* PREUSSEN	WEDNESDAY 15th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 15th May.
SACHSEN	THURSDAY 15th May.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY 15th May.

ON WEDNESDAY, the 20th day of February, 1901, at Noon, the Steamship "SACHSEN" of the Norddeutscher Lloyd, Captain E. Oesseltmann, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 18th February, and Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 19th February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses. Lines can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO.,**  
AGENTS.  
Hongkong, 7th February, 1901. [9]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

**SAFETY.** Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.  
**SPEED.**  
**PUNCTUALITY.**

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).  
EMPEROR OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb. 1901  
EMPEROR OF JAPAN... Comdr. H. Fybus, R.N.R. WEDNESDAY, 13th Mar. 1901  
EMPEROR OF CHINA... Comdr. E. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 6, 9, and 12 months.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
**D. E. BROWN, General Agent,**  
Fetter's Street.  
Hongkong, 17th January, 1901. [10]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	NAGASAKI, SASEBO, KOBÉ and YOKOHAMA	SAURDAY, 16th Feb. at DAYLIGHT.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 22nd Feb. at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 22nd Feb. at NOON.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

**A. S. MIYAHARA,**  
Manager.  
Hongkong, 13th February, 1901. [13]



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"ALCINOUS"	Pulford	On 23rd Feb.
LONDON	"IXION"	Robinson	On 3rd Mar.
LONDON	"DEUCALION"		On 19th Mar.
LIVERPOOL (Taking Cargo at London Rates)	"GLAUCUS"		On 16th Feb.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. &amp; Co.

Hongkong, 13th February, 1901.

[15]

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	KWELIN	On 14th Feb.
MANILA	CHANGSHA	On 18th Feb.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 18th Feb.
MANILA	SUNGKIANG	On 22nd Feb.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 13th February, 1901.

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## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	THURSDAY, Feb. 14, 1901, at Noon.
CITY OF PEKING (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Mar. 12, 1901, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Apr. 6, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 14th February, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 23rd January, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL," Captain F. W. Vile, R.N., carrying His Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 16th February, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 4th February, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 19, 1901, at Noon.

CORRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 23rd February, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 30th January, 1901.

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## VESSELS ON THE BERTH.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	SATURDAY, Mar. 2, 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, May 23, 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, April 23, 1901, at Noon.

## THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 2nd March, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 8th February, 1901.

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

## THE Steamship

"EVA," 2,083 tons, Capt. Petersen, will be despatched on or about the 10th March, for PORTLAND (OR.) via MOJÍ, KOBÉ and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required. Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 5th February, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 20th March

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via MOJÍ, KOBÉ and YOKOHAMA on or about 20th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 11th February, 1901.

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## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE

ON MONDAY, the 25th February, 1901, at 1 P.M. the Company's Steamship "ERIDAN," Captain Ode, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. Sydney for MARSEILLES via BOMBAY.

The above steamer connects at COLOMBO with the s.s. Arrand Boer, which vessel takes on her Passengers and Mails, leaving that Port on the 9th March direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th February. (Parcels are not to be sent on board after the 10th March, at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 13th February, 1901.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. Sloan &amp; Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the above port on or about 9th March.

For Freight, apply to CARLOWITZ &amp; CO., Agents.

Hongkong, 22nd January, 1901.

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## NOTICES TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL

THE Company's Steamship

"TEENKAI,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., at 10 A.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 7th February, 1901.

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## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLOS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 15th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th February, 1901.

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## NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, after the 15th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognised.

All broken, chanted, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWILL & CO., LIMITED, Agents.

Hongkong, 9th February, 1901.

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## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 15th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SABBOON, SONS & CO., Agents.

Hongkong, 11th February, 1901.

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## TO LET.

## TO LET.

FURNISHED HOUSE in Kowloon for Seven months, from the end of March, 1901.  
Apply to—  
HONGKONG, 20th December, 1900. [72]

## TO LET.

BISBEE VILLA, POKFULUM ROAD  
Apply to—  
HONGKONG, 1st December, 1900. [69]

## TO LET.

"WESTLEY" with TENNIS COURT and GARDEN.—Possession on 1st May.  
RICHMOND TERRACE.—Nos. 2 & 5. Possession on 1st April; No. 6, Immediate Possession.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 8th February, 1901. [461]

## TO LET.—FURNISHED.

"BUDLEIGH,"—MACDONNELL ROAD.  
Apply to—  
M. S. NORTHCOTE.  
Hongkong, 6th February, 1901. [423]

## TO LET.

WITH IMMEDIATE POSSESSION.  
N.O.1. SELBORNE VILLAS, KENNEDY ROAD.  
Apply to—  
WO KEE & CO.,  
No. 19, Des Vaux Road.  
Hongkong, 2nd February, 1901. [400]

## TO LET.

WITH IMMEDIATE POSSESSION.  
A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.  
Apply to—  
S. J. DAVID & CO.  
Hongkong, 16th July, 1900. [6]

## TO LET.

(Possession on 1st April, 1901).  
N.O.13. GAGE STREET, 8 Rooms and a Godown.  
Apply to—  
E. A. DE CARVALHO.  
C. F. DE CARVALHO.  
Hongkong, 12th February, 1901. [483]

## TO LET.

FURNISHED, this Spacious Residence at the PEAK known as "THE BYRRE." The healthiest place in the Colony, with the finest view and most bracing air.  
For Particulars, apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 1st February, 1901. [318]

## OFFICES TO LET.

2ND FLOORS of Nos. 82A and 64, and GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL.  
Apply to—  
ON CHAI & CO.,  
2nd Floor No. 52, Gage Street.  
Hongkong, 16th January, 1901. [234]

## TO LET.

A HOUSE in RIFON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 2nd February, 1901. [68]

## BOARD AND RESIDENCE.

MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2457]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK, ENGLAND.  
Hongkong, 28th August, 1900. [73]

## DAVID CORSE &amp; SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING  
ARNOLD, KARBURG & CO.,  
Sole Agents.  
3190

## CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE. Absolutely Smoke



## POST OFFICE NOTICES.

The *Tokio*, with the French Mail of the 11th January, left Saigon on Sunday, the 10th inst. at 4 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 8th December.

The *Bengal*, with the English Mail of the 18th January, left Singapore on Monday, the 11th inst. at noon, and may be expected here on or about Sunday, the 17th February. This Packet brings replies to letters despatched from Hongkong on the 17th December.

The *Hongkong*, with the American Mail of the 24th ult., left Yokohama to-day, the 12th inst., at daylight, and may be expected here on or about Wednesday, the 20th inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Nagasaki and Moji	Kanagawa	Wednesday, 13th, 9.00 A.M.
Shanghai	Amoy	Wednesday, 13th, 9.00 A.M.
Manila	Yamaguchi	Wednesday, 13th, 10.00 A.M.
Haiphong	Yamaguchi	Wednesday, 13th, 10.00 A.M.
Singapore, Penang and Bombay	Bombay	Wednesday, 13th, 10.00 A.M.
Takao, Keelung, Kobe and Yokohama	Richmond Castle	Wednesday, 13th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of India	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Kumohk and Samshui	Tungkong	Wednesday, 13th, 4.00 P.M.
Hohow and Pakhoi	Hohow	Wednesday, 13th, 5.00 P.M.
Satow	Atschi Maru	Wednesday, 13th, 5.00 P.M.
Satow	Thales	Wednesday, 13th, 5.00 P.M.
Yokohama and Kobe	Onsany	Thursday, 14th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	City of Peking	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Port Arthur and Weihaiwei	Halos	Thursday, 14th, 3.00 P.M.
Shanghai	Kuifling	Thursday, 14th, 3.00 P.M.
Kumohk and Samshui	Saikong	Thursday, 14th, 4.00 P.M.
Manila	Emerald	Thursday, 14th, 4.00 P.M.
Nagasaki, Kobe and Moji	Fusang	Friday, 15th, 2.00 P.M.
Singapore, Penang and Calcutta	A. Ayer	Friday, 15th, 2.00 P.M.
Seigon	Holstein	Friday, 15th, 4.00 P.M.
Kumohk and Samshui	Tungkong	Friday, 15th, 4.00 P.M.
EUROPE, &c., India via Tuticorin	Coronand	Saturday, 16th, 8.00 A.M. (Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
Kumohk and Samshui	Saikong	Saturday, 16th, 4.00 P.M.
Kumohk and Samshui	Tungkong	Sunday, 17th, 4.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Monday, 18th, 11.00 A.M.
EUROPE, &c., India via Tuticorin	Sachsen	Wednesday, 20th, 11.00 A.M. (Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		

**TO-DAY.**  
Harmston's Circus, Recreation Ground, near Race Course, 9 p.m.

**TO-MORROW.**  
Sala, Stores, Naval Yard, Messrs. Hughes and Hough, 10 a.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

TUESDAY, 12th February.

ON LONDON—	2.0
Telegraphic Transfer	2.0
Bank Bills, on demand	2.0
Bank Bills, at 30 days sight	2.0
Bank Bills, at 4 months sight	2.0
Credits, at 4 months sight	2.0
Documentary Bills, at 4 months sight	2.0
ON PARIS—	2.52
Bank Bills, on demand	2.52
Bank Bills, at 4 months sight	2.52
ON GERMANY—	2.05
On demand	2.05
ON NEW YORK—	48
Bank Bills, on demand	48
Credits, 60 days sight	51
ON BOMBAY—	149
Telegraphic Transfer	149
Bank, on demand	150
ON CALCUTTA—	149
Telegraphic Transfer	149
Bank, on demand	150
ON SHANGHAI—	72
Bank, at sight	72
Private, 30 days sight	72
ON YOKOHAMA—	14 p.m.
On demand	14 p.m.
ON MANILA—	14 p.m.
On demand	14 p.m.
ON SINGAPORE—	1 p.m.
On demand	1 p.m.
ON BATAVIA—	120
On demand	120
ON HAIPHONG—	2 p.m.
On demand	2 p.m.
ON SAIGON—	11 p.m.
On demand	11 p.m.
ON BANGKOK—	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.95
GOLD LEAF, 100 fine, per tael	31.75
BAR SILVER, per oz	26

## OPIUM.

Quotations are—	Allow net to 1 catty.
Malwa New	\$80 to — per picul.
Malwa Old	\$82 to —
Malwa Older	\$83 to —
P. P. per wrapped	\$85 to —
Persian fine quality	\$87 to —
Persian extra fine	\$91 to —
Patna New	\$91 to — per chest.
Patna Old	\$92 to —
Benares New	\$93 to —
Benares Old	\$94 to —

## VESSELS EXPECTED.

**THE FRENCH MAIL.**  
The *M. M. steamer Tonkin*, with the next French Mail, left Saigon on the 10th inst., at 4 p.m., for this port.

**THE ENGLISH MAIL.**  
The *P. & O. steamer Bengal* left Singapore for this port on the 11th inst. at noon, with the outward English mails, and is due here on the 17th inst. at about 5 a.m.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *Sachsen* left Kobe via Nagasaki and Shanghai on Sunday, the 10th inst., p.m., and may be expected here on or about Tuesday, the 19th inst.

The Imperial German Mail steamer *Bayer*, carrying the German Mails with dates from Berlin of the 21st ult., left Colombo on Saturday, the 9th inst., p.m., and may be expected here on or about Wednesday, the 20th inst.

**THE AMERICAN MAIL.**  
The *O. & O. steamer Gaelic*, with mails, &c., from San Francisco to the 16th ult., via Honolulu, has arrived at Yokohama, and is for this port on the 8th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.

The *T. K. K. steamer Hongkong Maru*, with mails, &c., from San Francisco to the 24th ult., via Honolulu, has arrived at Yokohama, and will leave for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The *P. M. steamer China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 1st inst.

The *O. & O. steamer Doris*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 9th inst.

The *C. P. R. steamer Empress of Japan* arrived at Yokohama on Monday, the 11th inst., at 4.30 p.m., and left again on Tuesday, at 10 a.m., for Kobe, where she is due to arrive to-day, at 9 a.m.

**THE INDIAN MAIL.**  
The Indo-China steamer *Chetivra*, from Calcutta and Straits, left Singapore for this port on the 9th inst. at noon.

**MERCHANT STEAMERS.**  
The *N. Y. K. steamer Tama Maru* (European Line) left Singapore for this port on the 9th inst. and is expected to arrive here on the 13th inst.

The *N. P. steamer Glenhurst* left Yokohama for this port on the 5th inst.

The *N. P. steamer Tacoma* sailed from Yokohama for Hongkong on the 5th inst.

The *N. P. steamer Bremer* left Yokohama for Hongkong on the 7th inst.

The *N. P. steamer Glenora* sailed from Yokohama for Hongkong on the 12th inst.

The *E. & A. steamer Arlis* sailed from Port Darwin on the 11th inst. for this port via Manila, and is due here about Friday, the 22nd inst.

The *P. & O. steamer Masaga* left Bombay for Japan direct on the 2nd inst.

The *N. Y. K. steamer Mike Maru* (Bombay Line) left Bombay via Tuticorin and Singapore for this port on the 5th inst., and is expected to arrive here on the 22nd inst.

The steamer *London Castle*, for Straits, Hongkong, China and Japan, left New York on the 30th ult.

The *N. P. steamer Victoria* sailed from Tacoma for Japan and Hongkong on the 2nd inst.

The *C. & O. steamer Strathgyle* left Portland on the 6th inst. for Moji and Hongkong.

The *N. P. steamer Duke of Fife* sailed from Tacoma for Japan on the 6th inst.

**STEAMERS PASSED THE CANAL.**  
OUTWARD.—1st Jan.—*Bedouin*, Falkland Hall, Calcutta, Sydney. 4th Jan.—*Bombay*, 8th Jan.—*Bombay*, 11th Jan.—*Bombay*, 14th Jan.—*Bombay*, 17th Jan.—*Bombay*, 20th Jan.—*Bombay*, 23rd Jan.—*Bombay*, 26th Jan.—*Bombay*, 29th Jan.—*Bombay*, 31st Jan.—*Bombay*, 3rd Feb.—*Bombay*, 6th Feb.—*Bombay*, 9th Feb.—*Bombay*, 12th Feb.—*Bombay*, 15th Feb.—*Bombay*, 18th Feb.—*Bombay*, 21st Feb.—*Bombay*, 24th Feb.—*Bombay*, 27th Feb.—*Bombay*, 30th Feb.—*Bombay*, 3rd Mar.—*Bombay*, 6th Mar.—*Bombay*, 9th Mar.—*Bombay*, 12th Mar.—*Bombay*, 15th Mar.—*Bombay*, 18th Mar.—*Bombay*, 21st Mar.—*Bombay*, 24th Mar.—*Bombay*, 27th Mar.—*Bombay*, 30th Mar.—*Bombay*, 31st Mar.—*Bombay*, 3rd Apr.—*Bombay*, 6th Apr.—*Bombay*, 9th Apr.—*Bombay*, 12th Apr.—*Bombay*, 15th Apr.—*Bombay*, 18th Apr.—*Bombay*, 21st Apr.—*Bombay*, 24th Apr.—*Bombay*, 27th Apr.—*Bombay*, 30th Apr.—*Bombay*, 3rd May.—*Bombay*, 6th May.—*Bombay*, 9th May.—*Bombay*, 12th May.—*Bombay*, 15th May.—*Bombay*, 18th May.—*Bombay*, 21st 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